

UNITED STATES OF AMERICA
 NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of: *

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MV ETHAN ALLEN, *

LAKE GEORGE, NEW YORK, *

OCTOBER 2, 2005 * Docket No.: DCA 06 MM 001

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Interview of: ROBERT EDWARDS

National Transportation Safety Board
 490 L'Enfant Plaza East, S.W.
 Washington, DC 20594

The above-captioned matter convened, pursuant to
 notice.

BEFORE: MORGAN TURRELL

APPEARANCES:

MORGAN TURRELL
National Transportation Safety Board

MAURICE ALDRICH
Warren County Sheriff's Office

SGT. WALTER SCHEDEL
New York State Park Police

I N D E X

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1 So you had to hang on to it carefully, otherwise if you got too
2 tight into a turn and for some reason had to let go, it would
3 snap. That was a difficult -- that was just inherent to that
4 particular (indiscernible) steering. But the other thing that
5 was concerning me at the time was that when they did put the
6 heavier roof on as we entered waves or wake or whatever it
7 would rock substantially from side-to-side, and became
8 uncomfortable. If you had a heavy wave at the exact same time
9 that that snapping that I described before occurred, and you
10 had the rocking of the, of the roof, it would be a potential
11 danger in my opinion. That's one of the reasons I stopped, I
12 stopped working there.

13 Q Did you ever operate those boats with a full load, 48
14 passengers?

15 A Yes.

16 Q Did they handle differently with the 48 than it did
17 in the lighter loads?

18 A It was more sluggish and (indiscernible). The thing
19 that I particularly remember was that if you had any kind of
20 roughness or whatever, you really had to cut the wave at a 45
21 maximum or otherwise it became very uncomfortable for the
22 passengers. They also installed either glass or Plexiglas
23 windows and hardwood frames or, or whatever frames, and that
24 added even more weight. So when they were hinged up,
25 especially that put the center of gravity awfully high. I was

1 Coast Guard training and got my PD license, and I've been
2 operating boats since I was 12 years old, and I just wasn't
3 comfortable with it, but they've been operating like that
4 safely since the '80s. So I, I assume that was, you know,
5 forgot. But you know, when I came -- my first day back from
6 work since the drowning, I just mentioned it to our
7 investigators because I used to be a pilot, and I'm sure some
8 of the other pilots would probably agree that that -- at least
9 the steering mechanism is an issue, but I think that's inherent
10 to that type of craft anyway. It's an inboard.

11 Q Okay.

12 A Okay.

13 Q May I call you in the future and --

14 A Sure.

15 Q -- get some more information from you?

16 A Yeah. Keep in mind this is all, all opinion.

17 Q Sure.

18 A All it is.

19 Q I understand. Well you, you've driven the boat
20 and --

21 A Yes.

22 Q -- the wake on the lake, was there any source of wake
23 you had to particularly watch for?

24 A Wakes are always a concern. It's -- high rollers
25 that are coming from a distance are a concern or a boat going

1 by very quickly. Obviously the bigger the wake, the bigger the
2 problem is. It depends on the vessel generating it and so
3 forth. Not -- no rogue wakes or anything like that that I
4 could think of. You just have to, you know, be cognizant of
5 what's coming.

6 Q. Okay. So when you turn into the wake to minimize the
7 rolling, you've got to be careful (indiscernible)?

8 A. You have to be careful that your boat doesn't end up
9 parallel to the wave and that -- those will particularly
10 because they do rock. If your boat is parallel to the wave,
11 it's obviously going to affect navigation considerably. And if
12 your rear end is pushing like it does when that snaps, nasty --

13 Q. Did anyone from Shoreline know about this or did you
14 tell them at all about this problem?

15 A. Several of the captains back then mentioned to
16 Mr. Quirk that the top seemed a little bit heavy, but it didn't
17 seem to be a concern for --

18 MR. TURRELL: Walter.

19 BY SGT. SCHEDEL:

20 Q. You mentioned the windows. Were the, were the
21 windows originally part of the hard top or were those added
22 after the fact?

23 A. I couldn't give you a for sure answer. I believe
24 they were added after, but I'm not sure. They're different for
25 the different boats.

1 Q. Now and they did -- did they do the boats all at once
2 do you recall or --

3 A. No. There were various, various times as far as I
4 recall. I don't believe it was all done at the same time.

5 Q. Okay.

6 SGT. SCHEDEL: Nothing further.

7 MR. TURRELL: Okay. Thanks very much.

8 MR. EDWARDS: You're welcome.

9 (Whereupon, the interview in the above-entitled
10 matter was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: Investigation of MV Ethan Allen
 Lake George, New York
 October 2, 2005
 Interview of Robert Edwards

DOCKET NUMBER: DCA 06 MM 001

PLACE: Washington, D.C.

DATE:

was held according to the record, and that this is the
original, complete, true and accurate transcript which has been
compared to the recording accomplished at the hearing.

Katherine Motley
Transcriber